

THE SAD LITTLE ROMANCE OF A FAMOUS COMPOSER.

He Died Homeless and Without Friends, Except a Beautiful Southern Girl.

HOW HE WROTE "MY ROSARY."

His Fair Young Pupil and Friend Linked with the Memory of the Girl He Once Loved Inspired Him.

DENVER, Colo., Feb. 20.—Ferdinand Last, the once famous composer, died last week at Clarksville, Tenn., where he was left by a stranded opera company. The man who has earned thousands of dollars by his music had his last days marked by a peculiarly pathetic romance and sad tragedy, and the story of "My Rosary," his last song, which is now being sung everywhere, is told for the first time.

When Ferdinand Last's music was at the height of its popularity not many years ago he had all the money and friends he desired. He held the position of organist in a Vermont church at Modjeska's son. An opera of his was meeting with big success and his royalties from the famous "Tribe Waltz" alone brought in a small fortune. He had traveled far and wide and visited many parts of the earth. He had all that wealth, health and fame could give him.

But there came a change. When the years began to creep upon him the wealth, health and all began to fade away. He drifted out to San Francisco and taught for a few years and then went to Colorado Springs. Then he became a wanderer without home or friends.

He joined the Marie Bell Opera Company as conductor, but things didn't go well, and when Clarksville, Tenn., was reached the organization disbanded.

Without a cent of money the now feeble and gray-haired composer was thrown upon his own resources and tried to earn a few dollars by teaching. But he was lonely, in bad health and had no friend, brother or sister. His life was a desolate that even strangers noticed. It would speak a kind word to the gray-haired musician. His sorrow was increased by a romance of his youth. The girl he had loved in the fatherland and from whom he had been separated by a quarrel, had been lost to him and he knew not whether she was dead or alive.

HIS INSPIRATION.

But there was one who brought cheer to his last days. It was a beautiful southern girl with the fair, soft complexion of the southern clime. She had seen but nineteen summers and was as sweet and unselfish as she was beautiful.

Rosa Whitfield was his favorite pupil, and she always tried to throw a few rays of sunshine into his life. Sometimes when the lessons were over she would pin a rosebud on his coat or send some little delicacy to his lonely dwelling. But she was a big, buxom girl of southern roses. He would place them on his piano and play out his soul to the sweet-scented beauties. Once he pressed a bud in a book and pinned it to a poem.

But the gray hairs were growing thicker among the thin locks and his health was failing. One morning in the fall, that pretty Indian summer of the South, he went to her home to give a lesson, as usual. She saw that he was very weak and she did not want him to teach that day. But he insisted. He needed the money, and she reluctantly yielded. That morning she sang sweeter than usual and there was something especially tender in his music. But the effort was too much for him. All of a sudden his head began to reel, his eyes dimmed and his voice failed. He clutched at a chair and

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fell to the floor. He awoke on the couch and felt the touch of a gentle hand upon his brow. He seemed to realize that the end was drawing near and his eyes closed. It was then that he called to the young girl. If a friend like the one beside him could do so much for an old man, what would love have been in his younger days? She had been so kind to him and gentle deeds. He seemed to be thinking of the past as he looked into her eyes and began to talk.

"MY ROSARY." "Your name is Rosa. I is a sweet name. You are my friend, you—you are my Rosa." Then a sudden light came into the old man's eyes and he sprang from the couch. "My Rosa," he exclaimed, "My Rosary." "I will write a song and it shall be called that for you." The gray-haired musician faltered a minute and then added in a pathetic voice, "and I fear it will be my last."

It was then that one of the sweetest songs ever written in music was born. He was enthused with the inspiration and, almost too sick to stand alone, went to his studio. There, all night long, by the light of an oil lamp, he toiled at the piano, putting his emotions into music. A week he sang it in concert and a week he carried it to her to try. He never played an accompaniment as he did that morning and she sang the song as it has never been sung since.

By twilight it was in concert and he caught the public ear like a whirlwind, until to-day it is being sung from ocean to ocean. But the musician never recovered from the shock. He took to his bed and gradually the eyes dimmed until last week they closed forever. During his illness almost every morning there was a bunch of roses beside his bed that had been gathered by the fair southern girl, and often she would drop in for a minute to cheer him up and bring some delicacy which she had prepared with her own hands to tempt his appetite. It was she who sat beside his bed and cooled his brow as the last light in his eyes died away.

HIS SWEETHEART IN AMERICA.

About thirty-five years ago, when a young German musician, he and his bride-to-be had a lover's quarrel and separated. In after years she repented and came to this country to join him, but fate prevented them from ever seeing or hearing of each other again, though years were spent in searching. On his deathbed he made a request that some one should inform the sweetheart of his youth of his death. She is thought to be in America.

The funeral took place at the church which he had served as organist. It was an unusually solemn occasion. Just as the minister finished his discourse a beautiful sunny-faced girl stepped to the chancel rail and began the tender, sweet strains of a melody to the soft accompaniment of the great organ. "My Rosary" was the singer and the song was the same. The dead composer lay at her feet. The audience was as still as death, and as the last notes of the pure, sweet voice died away, the eyes of the young girl were closed and she lay away in Greenwood, and on the red carpet of the new-made mound the same girlish figure placed a large bunch of southern roses.

THE TORRENS SYSTEM MEETS WITH FAVOR

Prominent Men from All Sections of the State Write to Mr. Massie Endorsing It.

IT MAKES TRANSACTIONS SIMPLE.

Mr. Eugene C. Massie, who has taken such an active interest in explaining the principles of the Torrens system of land registration and transfer and urging its adoption in this State, has received a number of letters on the subject from which we are permitted to make quotations.

Hon. Basil B. Gordon, who was for some years a member of the Legislature and who rendered such valuable services as chairman of the State Central Committee of the Democratic party in several campaigns, writes as follows: "I have read with great interest your report on the Torrens system of land transfer and the comments of the Richmond Times on it. It has always been a hobby of mine. The first two transactions that fell upon me after father's death were second to buy a little lot costing \$500. The first took twenty minutes, the latter consumed nearly three weeks; and the expenses of the two were absurdly near being the same. It will be a special triumph for you to accomplish this reform in so old-fashioned a State as Virginia. Your arguments seem to me admirably stated and practically unanswerable."

EVILS SHOULD BE CORRECTED.

Judge R. R. Wellford, Jr., of the Circuit Court of the city of Richmond, one of the ablest men on the bench, says: "Please accept my thanks for the paper you kindly sent containing a part of your report on the Torrens system. I feel the deepest sympathy in your views and believe that some such valuable legislation is practicable for the relief of the evils of our present system. I think it might be well to have the attention of the Legislature drawn to the subject during this extra session. . . . It always takes time to accomplish desirable reforms, and the sooner the movement is begun the better."

Capt. Thomas D. Ransom, one of the foremost lawyers of the Staunton bar, writes: "I have read with interest your committee report and what has appeared in the newspapers with regard to my observation. . . . Constitutional provisions, if not essential, would seem desirable on the subject, and now is the time for their discussion. . . . But this whole business of land titles is absurdly cumbersome and I agree with you that the profession ought to do something to modernize it."

Mr. Henry C. Rice, one of the leading farmers of Charlotte county, writes: "I have carefully read your letters on the Torrens system of land registration. It is only one of the many reforms which is not worth much. But the laymen are very much interested in

the subject, and you are doing a good work to make them bestow some reflection upon their own personal interests. I think your arguments are sound and that the Torrens system, as you explain it, would remove a very real and serious evil. Every farmer knows the difficulty of getting ready money in an emergency upon land. Ability to draw at will upon a bank is almost a necessity in business of every kind. The transfers of titles are both expensive and tedious, and the expense of the lawyer laborious and unsatisfactory. It is with great difficulty that one can procure a title perfect. . . . So far as I am able to judge of a matter of law from your presentation of the subject, I am favorably impressed with your view of the matter."

WOULD BE A BIG THING.

Mr. H. V. Turner, one of the most intelligent farmers in King George county, writes: "I am satisfied that the Torrens system, if introduced in our State, will be a big thing in our favor. As I have some experience under the old system, my cost, and I will gladly do what I can to better the interests of the farmer. I will talk the matter over with some of our most influential farmers in this section and aid you any way in my power."

Mr. John A. Stuart, one of the leading farmers in Staunton county, writes: "Your letter and articles on the Torrens system of land registration and transfer have been received. I approve of the system most heartily and would rejoice with you in its adoption. I hope you will keep agitating this matter before the people until their ignorance, indifference and carelessness are dispelled and they be brought to see how they have, for so long a time, been neglecting such an important matter and one that affects their material interest so much."

Colonel W. Miles Cary, who is well known in Richmond, and is one of the most influential citizens in Charlotte county, writes: "I am informed by my hearty approval of the Torrens system of land registration, which you so ably and properly advocate, and which I propose to do the utmost of my humble ability. It is just this kind of movement that I cannot but believe that under your able leadership it will assuredly become the law, and lasting substantial benefits accrue to every property-holder in the State. With assurance of my high regard and my personal appreciation of the great good you are seeking to accomplish for the citizens of this dear old Commonwealth, believe me, etc."

ENDORSES THE PRINCIPLES.

Mr. J. F. Hickey, a prominent farmer in Alexandria county, writes: "I beg to say that I heartily endorse the principles suggested by your explanatory circular on the Torrens system. I can think of no legislative act that would be of such immense financial benefit to the farmer as such a system. I will gladly bring it to the attention of my constituents in my humble capacity to bring it about."

Mr. P. W. Nelson, a well-known citizen of Albemarle county, writes: "Your report on the Torrens system of land registration is received. I am in favor of it. I appreciate the costs and difficulties in showing a true title, which seem to be obviated by this system. I shall be glad to do anything I can to advance its adoption."

Mr. J. S. Macon, one of the most successful and influential farmers of Albemarle county, writes: "I have received your letter and am very glad to hear that you think our lands are taxed too heavily and in too many ways. I think the Torrens system of land registration would relieve land-owners of unnecessary expenses and I will do all in my power to secure its adoption. . . . I shall endeavor to do all in my power to secure a representative in the coming Constitutional Convention to stand tooth and nail by the Torrens system. I am sure that your valuable explanation of the same, I am, etc."

INTEREST TO LAND-OWNERS.

Dr. E. G. Booth, who is well known in Richmond and is one of the most influential citizens in Chesterfield county, writes: "After a careful perusal of your pamphlet, I am constrained to say that in my judgment every land-holder in Virginia ought to interest himself in securing the adoption of the Torrens system and should feel under obligations to you for your laudable efforts in their material benefit. Not only every land-holder, but every real estate owner, in cities or in the country, should endeavor to secure the adoption of the Torrens system. Your efforts will be rewarded, and I shall do all in my power for this Torrens system to prevail in Virginia by any influence I can bring to bear upon the Convention. . . . I am, etc."

Mr. G. W. Gatliff, an influential citizen of Meigsburg county, writes: "I am in entire sympathy touching the crying demand for a change in our laws of land registration. I am only a quiet layman, but have long felt and seen the necessity for such a reform. . . . I should think the move for the adoption of the Torrens system or something similar would be eagerly received, and certainly without opposition. I can promise to use all my power to promote your wishes. . . . I am, etc."

Mr. R. H. Woodward, one of the leading farmers of Middlesex county, writes: "I am very much struck with your paper, and think it is a very important one to all land-owners and all interested parties. I had never had my attention directed to the many disadvantages that real estate is subjected to before this, and so the importance of a change now. . . . I see that the matter is brought before the people of my country and do what I can in the matter. . . . I will see that the editor of our county paper and see what can be done in that direction."

Mr. W. H. Rutledge, cashier of the Farmers' National Bank of Staunton, writes: "Your circular letter relative to the Torrens system at hand. Press of business has delayed answer. I think well of it, and will see what can be done to interest the people in it."

IS WORTH A TRY.

Mr. H. G. Taylor, one of the most intelligent farmers of Richmond county, writes: "I am in receipt of your recent letter in regard to the land-registration matter. I am glad to state that I am fully in accord with your views on the subject and that something should be done, and that the Torrens system is what we need. I give it my hearty support and influence, feeble though it is, and shall speak good for it whenever possible."

Mr. S. S. Bradford, of Culpeper, a gentleman of the old school, who, though he has passed the limit of threescore and four years, still takes an active interest in the welfare of his community and the Commonwealth, writes: "Your letter has been duly received, and the papers sent me on the subject of land registration have been read carefully, with much interest, and in full agreement with you in the views presented. I would try to interest the Culpeper Exponent and Enterprise, my county member of the Assembly, (Captain S. M. Newhouse) and the convention delegate when nominated."

Justice Henry E. Blair, of the Fourteenth Judicial Circuit, who is not only noted for the breadth and accuracy of his decisions, but is also one of the best after-dinner speakers in the State, who has been on the bench for many years, and whose honor and integrity are well known, writes: "It has been with much gratification that I have observed the zealous efforts you are making to have the Torrens system adopted in this State, and with much pleasure and high approval have read some of your articles on the subject, and truly hope that you may succeed in your laudable effort. For I think no system would be of more value to the landholders and owners of the State since the adoption of Mr. Jefferson's law of descents."

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NEWS AND GOSSIP FROM ACROSS THE ATLANTIC

The Black Eagle for Lord Roberts Stirs Up the German Press.

THE INFAMOUS PUBLICATIONS.

Something About Piracy in China and Ballooning Over the Baltic—Other Foreign Notes.

Miss Ada Webster, a diminutive lady who measures only four feet in height, and thereby earns her livelihood as a singer, has been successful in securing a contract for the performance of her "concert" in the city of London. The concert, which is being given at the Adelphi Theatre, is being given at the Adelphi Theatre, and the concert is being given at the Adelphi Theatre.

The German press is still howling over the action of the Emperor in conferring the Order of the Black Eagle, the highest military decoration in Prussia, upon Lord Roberts, the destroyer of our cousins, the Boers.

Last August there were openly sold on the streets of Paris little, black-bordered sheets purporting to describe the death of the Queen. These sheets were written in the most offensive manner and referred to the Queen and Prince of Wales in terms which shocked and outraged every feeling of decency. A man named Victor Minne has been tried for selling these sheets in Brussels. His acquittal caused widespread and general indignation.

Crown Prince Henry, of Prussia, the eldest son of the German Emperor, has been appointed a lieutenant in the British navy. The same honor has been given Prince George, of York, in the German navy. The appointment means that the rank so given carries with it no corresponding duty.

The naturally amphibious Chinese are taking to robbery on the high seas, now that the Powers have put a stop to that pastime on dry land. The traffic on the rivers in China has become very dangerous, and the Chinese are being unable to stop the attacks on merchant vessels. The ranks of the robbers are being continually swelled by the disbanded Boxers.

A balloon expedition over the Baltic took place January 19th. The balloon was manned by Dr. Berson, of the Meteorological Institute, and First Lieutenant Hilderbrandt, of the aeronaut detachment at Berlin. They happily succeeded in crossing the Baltic, this being the first passage by balloon.

The ascent was made at 9 A. M. A light breeze was blowing as the balloon passed over Northern Berlin, about 200 metres high, and presently a brisk north wind sprang up, taking the balloon along at a velocity of about 40 kilometres an hour at an elevation of about 1,000 metres.

At 1:17 P. M. the adventurous balloonists found themselves near Stralsund, and as the wind was still northerly, it was ruled that the balloon should be lowered to the coast of Germany and a light streak of gray against the clear sky. A little while later the travelers witnessed the magnificent sunset at a height of 2,000 metres.

At 2:30 P. M. the Swedish coast was reached and in the twilight, at an elevation of 3,000 metres, the aeronauts got sight of the revolving lights on the coasts and harbors of Sweden and Denmark.

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9:05 A. M. THE GO EXPRESS. Arrives Norfolk 11:30 A. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

9:30 A. M. OCEAN SHORE LIMITED. Arrives Norfolk 11:30 A. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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7:40 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

7:50 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

8:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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9:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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10:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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11:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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12:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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1:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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2:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

2:10 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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3:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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4:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

4:10 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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5:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

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6:00 P. M. Daily for Norfolk and intermediate stations. Arrives Norfolk 12:30 P. M. Stops only at Norfolk, Waverly, Suffolk, and Portsmouth. Second-class tickets not accepted on this train.

6:10 P. M. Daily